

The Saturday Gazette.

BLOOMFIELD AND MONTCLAIR.

WILLIAM P. LYON, Editor and Proprietor. OFFICE, BLOOMFIELD, N. J.

AN INDEPENDENT WEEKLY JOURNAL OF LITERATURE, EDUCATION, GENERAL NEWS AND LOCAL INTERESTS. \$2.00 A YEAR—IN ADVANCE

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THE SATURDAY GAZETTE, BLOOMFIELD AND MONTCLAIR.

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At a meeting of the Board of Managers held this day, a dividend at the rate of 7 PER CENT. PER ANNUM FREE OF ALL TAXES.

was declared on all deposits entitled thereto on the first of May, payable on and after May 15th.

Interest not drawn will be credited as principal from May 1st. Deposits made on or before May 24th, will draw interest from May 1st.

This institution will remove on or about April 25th to its new Banking Room, number 445 Broad St., under the Continental Hotel.

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OUR ROADS.

(Continued from last week.)

Enough has now been said to indicate the features peculiar to each of the roads mentioned, and to convey an idea of their comparative merits.

COMPARATIVE MERITS.

In this connection it is necessary to consider them, not only with regard to their adaptation to the uses for which they are intended, and to their first cost, but also with regard to the cost of keeping them open for use, and to the cost of repairs.

It is only by a proper summing up of the cost of construction, with the cost of repairs, that a true idea of the expense of a road can be obtained.

Good roads are needed, not for temporary purposes merely, but for the use and wear of years, and it would be poor economy to save in the first cost, at the expense of the cost of repairs, which would be more than offset by an increased expenditure for annual repairs.

The first cost, of course, would depend in a measure upon the kind of materials most easily to be procured; but all being equal in that respect, gravel on account of the greater ease of handling it, would make the cheaper road; macadamized, or broken stone roads, would come next in order, and Telford roads, with a macadamized surface on a proper foundation, would cost the most, although the difference in cost between macadam and Telford roads, if made of equal thickness, would not be very great. For the cost of hammering and setting the Telford pavement is offset by that of breaking up an equal mass, while the total amount of stone needed would be no more than if the road were formed entirely of broken stone.

Of two roads, made equally smooth, one of gravel with a mixture of good binding material, and the other of broken stones, the gravel road, so long as it remained in perfect order, would be as satisfactory for light travel as the other. But the test of a road is its condition in bad weather, and its power of sustaining heavy travel without being cut up into ruts or worn full of holes, and judged by that standard the broken stone road would be much the better, and not so likely to get out of repair.

A somewhat significant fact with regard to the repairs needed on gravel surfaces was learned in connection with the roads in Central Park. Many of the Telford roads there are built with a top dressing of gravel about one and a half inches thick, and the engineer speaking of the care necessary to keep them in order, said that his only reason for using gravel at all, was that he was unable to get quarry screenings in sufficient quantities to meet his requirement.

As between the two kinds of broken stone roads—the macadam and Telford—experts are decided in their preference for those with a paved or Telford foundation.

It is claimed that the cost, but little, if any, more, and that, even if there were a greater difference in the first cost, the gravel road would be cheaper in the end, because by distributing the weights over a large surface, and by preserving the covering material from the destructive effects of frost, they would be more useful and last longer than those in which the broken stones are laid immediately upon the ground.

They would also cost less for repairs, and it is believed that the saving in this respect would, in a little time, make up for any excess of their first cost over that of an equally well-made macadam road.

But in addition to this saving in the cost of repairs, there is another important gain which would result from their decreased liability to get out of order.

It is that, the road being more constantly smooth and in prime working condition, greater speed could be made, and heavier loads could be carried without any increase of power. It would be difficult to estimate this saving in figures, but it is well known that the wear and tear of horses and vehicles on bad roads are very great, and that they constitute a very large indirect tax in addition to the direct tax laid upon the people.

The effect of different kinds of roads upon the hauling of loads has been shown by a series of experiments; and it was found that to haul a wagon weighing 21 cwt., the drawing power was:—

On a broken stone road, laid on pavement, 46 pounds.

On a broken stone road, laid on the ground, 65 pounds.

On a gravel road, laid on the ground, 147 pounds.

The power required on a gravel road being more than three times that needed on a Telford road.

These facts are of such a character that no consideration of the cost of road improvements would be complete if they were left out of the calculation.

So far as your committee have been able to learn the Telford possesses all the advantages of the other systems of road-making, and is superior to them because the foundation, which distinguishes it from all others, saves the under-lying soil from the softening effects of the water which filters through the road, because it preserves the stone covering from the destructive effects of frost, and because it distributes the weight of heavy loads in a way that greatly reduces the wear upon the road materials.

In this connection, it is proper to refer to an impression which has been made that the annual cost of repairing Telford roads is very large—one statement fixing the amount as being equal to twelve per cent. on the cost of construction. The statement is clearly an error, and must have been based on misinformation, for all the facts obtainable by the committee go to prove that roads of this kind cost less for repairs than any other.

In support of this, it may be mentioned that there are Telford roads in Orange which have been in use for over three years without a dollar of expense for repairs, and which are in good order at this time.

Some most valuable facts were obtained from the authorities in Orange.

A gentleman who for three years has been chairman of the street commission there, said that after investigating all the different pavements in use, the Telford pavement proved to be the cheapest and the best, that it cost less than any other for repairs, and that visitors from gravel roads had been there to obtain information with a view to making similar roads in their own neighborhoods.

During his three years' service as Commissioner, they had not found it necessary to make repairs save in a few exceptional cases, and then it was done by simply loosening the top with picks and putting on a thin layer of fine stones, after which the surface was rolled, making it as good as new.

With regard to the expense of these roads, those in Orange cost about \$3 per running foot, the pavement on Main street being made sixteen inches thick, and on other streets twelve inches—the latter being considered thick for everything but heavy trucking.

At the present time it is thought the cost would not be so great, and in a conversation with reference to it, one of the representatives of the Telford Pavement Company of Orange offered to put it down in Montclair, during the coming season, for \$1.20 per square yard, which is equivalent to \$2.67 per running foot, or \$13.957 per mile, for a road twenty feet wide.

This sum may seem large, but has already been remarked, the cost of a road cannot be fairly considered without taking into account what it saves in the cost of annual repairs, and in the wear and tear of animals and vehicles, and what it gains for us in the shape of increased comfort and convenience, greater speed, and the greater weight of loads to be drawn upon it. If this be done, and all the advantages which it secures to us be credited against the cost of the road—and, further, if due allowance be made for the increase in the marketable value of the property adjoining the improved road, it will be found that these roads are not so expensive as they at first seem to be.

In Orange, it is said that on every street on which the Telford pavement has been laid, the advance in the value of property has been from \$10 to 20 per cent of frontage—and they say this is true, not only of the better streets, but of the poorer ones as well.

This estimate was intended, probably, as an approximate rather than as an accurate statement of the increase of value, but it is undoubtedly true that the cost of the Telford pavement is more than offset by the increase in the value of the adjoining property, which they occasion.

But, in addition to all that has been said, there are local reasons which make it wise for the township of Montclair to adopt the Telford system, rather than any other.

It has been assumed to this point that one kind of road materials could be obtained as easily as another, and the opinion expressed with regard to the probable comparative cost of the different roads have been based upon that supposition.

But in Montclair, there is a wide difference in this respect, for while we have an abundance of the best material for Telford roads, if an attempt be made to make gravel roads, the gravel must be obtained in another, and perhaps a distant locality. It cannot now be stated how far it would be necessary to go for it, but it is safe to say that there is no certainty that the nearest gravel pit will supply the right kind of gravel, for the different varieties vary so much with regard to their fitness for the purpose of road building, that one of the most difficult parts of the work is to obtain gravel necessary to bring it to a distant point, the increased cost of carriage will add largely to the expense of the road.

Mr. Kellogg, the engineer in charge of the "Bureau for the construction of Roads and Avenues" in the city of New York, said that out of a great many varieties of gravel which he had tested, he had found only two which proved to be satisfactory, and to get them it was necessary to go as far from the city as the cost of the gravel in piles at the side of the road, and ready for application to it, was \$3.65 per cubic yard.

There is a shrinkage of twenty-five per cent in the bulk of gravel, caused by rolling it after it is put in the road, and a cubic yard will therefore make only one foot of road, twenty feet wide, and, unless we should be more fortunate than they have been in New York, the material for a gravel road, without counting the expense of putting it on the road would cost nearly as much as a Telford road, finished as ready for use.

On the other hand, there is no place where Telford roads can be made more cheaply than in Montclair, for the reason that we have an abundant supply of trap rock, which is admitted to be the best stone for the purpose, and so situated that it will require comparatively little hauling.

As between Telford and macadam roads, it is believed that if they were made equally thick of such materials as we have, Telford roads will cost no more, and perhaps less, than macadam, for the reason that the labor of setting the foundation stones by hand will be no greater than to break them into small fragments; for if macadamized roads, no stones are allowed of a size greater than two and one half inches in their largest dimensions, and your Committee believe that, on account of the hardness of trap rock, and the difficulty of breaking it into small pieces, the actual cost of a Telford road will be less than that of a macadamized road.

No place can be better situated for making Telford roads than Montclair, and in view of the facts that they are without doubt the best and the most durable, and that the kind of materials which can most easily be obtained, render it possible to construct them under more favorable circumstances as regards cost than either of the other roads mentioned, your Committee

have no hesitation in recommending them as the best road for adoption in Montclair.

In closing their report, the Committee wish to say that the interest which they feel in the subject of road improvements makes it seem to them that their whole duty will not have been performed until they express their conviction that it will be both wise and expedient to begin, with as little delay as possible, to improve the roads of the town.

There are few places that present so many attractions as Montclair, and, if the unoccupied lands are made accessible by good roads, so that the more distant parts can be reached comfortably and quickly at any season of the year, there is no reason to doubt that the tide of population, which has already set so strongly in this direction, will greatly increase, and will create a demand for property which, at present, because of its distance from the depots and the difficulty of reaching it over the roads we now have, is not suitable for occupation by those whose business makes it necessary for them to travel daily in the cars. It matters not how pleasantly the lands are situated, if they cannot be reached comfortably they must remain unoccupied and unimproved. But connect them with the depots and with the business centre of the town, by roads over which it will always be possible to drive rapidly, and they will soon become valuable.

Houses and fences will be built, trees will be planted, each new comer will help to increase the already growing tide of improvement; and the addition to the value of property will be so marked that the cost of the improved roads will be remembered only as a wise expenditure, and as an investment which brought a prompt and large return.

NATHAN T. PORTER, J. W. PINKHAM, J. W. JACOBUS, JOS. VAN VLECK, Committee.

DATED MONTCLAIR, May 6, 1874.

SCHOOL HINTS FROM GERMANY.

A notice in the English Chronicle of Mr. Matthew Arnold's "Higher Schools and Universities in Germany," condenses much of the information contained in that book. We extract from it the following:—The plan of studies in the German higher schools is fixed for all, it appears, by ministerial authority. Some years ago the hours of work were thirty-two in the week. As this was found too much for the health of the children, in most schools the hours have been limited to twenty-eight of regular school work in the week. The school hours are from seven to eleven in the morning in winter, and from eight to twelve in summer, and in the afternoon all the year round from two to four. This is a wise plan to secure as many of the golden hours of the morning for teaching, when the faculties are at their freshest, and the memory is the most receptive. Against those who cry down classical learning in our public schools, and cry up modern sciences and modern languages, we may urge the salutary practice pursued in the German grammar schools, where we find the studies in the following proportion:—Latin has ten hours a week given to it, Greek has six hours, the mother tongue only two hours, mathematics four, French two hours, geography and history two hours, and the natural sciences two hours. Every class in every school has religious instruction; in some schools this extends to three hours a week, and in some to two hours. It is another feature of the German system, that all the pupils learn singing and gymnastics. Another feature deserving our national imitation, is that no one is allowed in Germany to set up a school for the education of the young, without proving his fitness moral and intellectual for the task.

The failure of Booth's Theatre has been accepted as evidence of the failure of the legitimate, high-toned drama to maintain itself in this city. The experiment made by this gentleman has proved that the theatre is incurably dead. If more were needed to make the proof an absolute demonstration it would be found in the character of the French plays, which are so popular as reproduced on the American stage. Of these a leading journal says that they bring the "ordinance of marriage—the great safeguard of women—in contempt and disrepute." Their staple is illicit intrigue; their motive the putting of an attractive glass upon conjugal infidelity. How can such debasing pictures of life be witnessed and enjoyed by American ladies? We are too tolerant of such depravity, and should place the drama under a sterner censorship. Even the Christians of this country, who never go to the theatre and do not wish to go have an interest in relating its outbreak of indecency.

Are not black lace veils being—to use an expressive slang phrase—"run into the ground"? It is all very well for those who choose to wear veils for a slight protection against wind and dust, but when ladies masked with lace or tulle teach classes in Sunday School, all sharing a home friendly, study pictures in art galleries, or try to get the full meaning of preacher or lecturer, we fancy there may be some need of reform. An exchange states that a lady was recently seen at the Astor Library who procured a volume of Froide's "History of England," and calmly proceeded to read it through a dotted lace veil. Ever if ladies' eyes will bear such treatment, customs of this kind are opposed to good sound common-sense.

Items of Interest.

N. Y. CITY DIRECTORY, 1874-5, just issued, contains 229,303 names.

WEST POINT ACADEMY—Since the organization of the institution, 2,549 graduates have been appointed into the army. Of the 1,000 graduates who have died, one-half died in the military service; 200 having found their graves on the battlefield.

California has a Compulsory Education law, which will go into effect July 1.

A Richmond man, wishing to send a suit of clothes to Montauk, and finding that it would cost \$18 by express, forwarded them by mail at an expense of \$4.80.

THREEST is the Sea Port of Austria and is situated at the head of the Adriatic Sea, and not in France, as was lately represented in a sheet that has assumed to furnish the Daily Advertiser reliable and truthful information.

The net profits of the Bazaar of the Nations, held at Newark, under the auspices of the Young Men's Christian Association, were something over \$5,000.

Eleven counties of Illinois have ladies as superintendents of schools.

There are three hundred different sects in England, and seven sprung up during the past year.

The construction of the Boston and Amboy Railroad, from Easton, Penn., to Amboy, N. J., is progressing very rapidly and it is expected that the road will be finished between Round Brook and Amboy by the 1st of August.

The American pilgrims to Rome were delighted with their visit. They presented to the Pope \$100,000 in money besides a quantity of gold nuggets. On returning to this country they will advocate the organization of pilgrimages to Rome to be made at stated periods.

Pope Pious IX. completed the eighty-second year of his age on the 13th day of May. His Holiness, it is said, received 170,000 letters of congratulation—12,000 of them from Italians—during one day.

The tide seems to be running, for the month, against the ritualists of England. Two cases, one at Exeter and the other at Liverpool, have been decided against them, and Archbishop Tait has introduced into the House of Lords a bill which is intended to clip their wings.

The London Engineer understands that a special commission, appointed by the Russian Society of Manufacture and Trade has reported in favor of the construction of a railway from Russia to Peking, through Siberia.

The number of pilgrims who visited the tomb of Mohammed at Mecca, this year, is said to have been 160,000; and, owing to the precautions adopted by the Egyptian government, their health has been unusually good.

For intercepting a telegram, and reading it, a schoolmaster in Manchester has been sentenced to three months imprisonment.

Rabbits have become so scarce in Denmark that an agent of the government of that country is in France on a mission to purchase 50,000 to repopulate the Danish lands with these animals.

A new College for the higher education of women will be opened at Northampton, Mass., in September, 1875. It is now in course of construction. And in this direction the stream is steadily flowing.